



## INTIMATIONS

**BROWN, JONES & CO.**  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.

Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [2357]

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**CHRONICLE AND DIRECTORY**  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SOUTHERN NETHERLANDS, ASIA,  
PHILIPPINES, BOEHO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND THE HONGKONG DIRECTORY  
AND HOW LIST FOR THE FAR EAST.  
FOR  
1897.

THE THIRTY-FIFTH ANNUAL ISSUE,  
WHICH WILL BE FOUND AS HITHERTO FULL AND  
ACCURATE THAN ITS PREDECESSORS.

Royal Octavo. Complete with Maps and Plans  
pp. 1,240, 37. Directory only, pp. 872, 83.50.

A. S. WATSON & CO., LIMITED.

**CHEMISTS BY APPOINTMENT.**  
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.

The Purified Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.

The Water is used by repeated  
analysis to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counter-Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose than that of containing  
Aerated Waters, as such Bottles are never  
used again by us.

**A. S. WATSON & CO., LIMITED.**

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [23]

**NOTICE TO CORRESPONDENTS**

ON THE COMMUNICATIONS RELATING TO THESESE COLUMNS  
CORRESPONDENTS ARE REQUESTED TO ADDRESSE THEIR COMMUNICATIONS WITH  
CORRESPONDENTS ADDRESSED TO THE EDITOR, NOT  
FOR PUBLICATION, BUT AS EVIDENCE OF GOOD FAITH.

NO ANONYMOUS COMMUNICATIONS THAT HAVE  
PREVIOUSLY APPEARED IN OTHER PAPERS WILL BE INSERTED.

NOTICE.—THE DAILY PRESS SHOULD BE  
SENT BEFORE 11 A.M. ON EACH DAY, SO AS TO  
HAVE THE SUPPLY LIMITED. ONLY SUPPLIED FOR CASH.

TELEGRAPHIC ADDRESS—P. O. Box 20. Telephone No. 12.

DEATH.

At Encouraged, London Mission, Hongkong, on  
Friday, 20th July, HENRY NORMAN, wife of Rev.

JOHN CHALMERS, M.A., LL.D., aged 38 years.

1722

**The Daily Press.**

HONGKONG, AUGUST 2nd, 1897.

In his report on the Blue Book for 1896 H.E. Sir WILLIAM ROBINSON takes an unnecessarily gloomy view of the trade of the year. On the whole 1896 was not a bad year. In the absence of complete and accurate statistics of the trade of the port a commercial summary is necessarily founded largely on rumour and conjecture, and that His Excellency should have been misled is not, perhaps, under the circumstances, altogether surprising. On some points, however, statistics are available, and these do not support the views put forward in the report. As His Excellency says, there has been a decline in the imports into China through the Kowloon Customs station, as compared with those of 1895, of over £1,400,000, but it should also be mentioned that with the solitary exception of 1895 the returns are the largest that have ever been shown since the opening of the station. Moreover, the total foreign trade of China, with which this colony is so intimately associated, was not only higher than in 1895, but the highest on record. Again, His Excellency says "A noticeable feature of the year was the marked displacement of Indian cotton 'yarns' by the Japanese product in the 'Chinese market.' In that His Excellency has been most grossly misled. The annual meeting of the Bombay Millowners' Association was held on the 11th July, and the first remark made by Sir GRASCO COXON, the Chairman, in his review of the year was this: "At no time has there been a better demand for our yarns than during the past twelve months." And in the report of the Committee of the Association the following message occurs: "The exports of 'country' made yarn to China and Japan have been 'the largest on record, exceeding last year by 98,358 bales, or 25.71 per cent., while they are over the largest previous year, 1892, by 66,274 bales, or 16.27 per cent." Turning to the Chinese Customs returns, we find that the import of Indian Cotton in 1896 was £1,461,366 bales of a value of £1,231,223, as against £1,057,047 bales of a value of £1,191,110 in 1895. His Excellency

attributes the mistakenly reported decrease to the unfavourable exchange. On this point the remarks of Sir GEORGE COTTON are of special interest. Referring to the closing of the Mints, and the effect of that measure upon trade, he said: "Though the mill industry has had to contend with a double exchange, namely, in the relative value of silver and the rupee, and of the rupee and sterling, yet our trade with China, a purely silver-saving country, steadily increases, showing I think, that exchange has much less to do with our exports than has the demand for our goods. John CHINMAN to-day with exchange at 164 is as ready to pay his 100 dollars for a bar of 'yarn' as he was when exchange stood at 200 and he paid 75 dollars. I do not mean by this to say that fluctuations in exchange do not interfere at times with business, but what I do wish to maintain is that our exports are governed more by what we have to give and what other people require than by the medium with which we adjust our 'balance.' Returning to Sir WILLIAM ROBINSON's report, we are next attracted by the remark that "Shipping employed in Eastern waters shared correspondingly in the general depression, freights being very scarce and rates unremunerative." As to that, reference may be made to the reports of the various Steamship Companies, which are not uniformly of a nature calculated to be disagreeable to the shareholders, though some of them are no doubt unfavourable. Perhaps, however, the most remarkable and satisfactory evidence that the trade of the colony in 1896 was not unprofitable is to be found in the readiness with which the early part of the present year £60,000 were subscribed for the Indian Famine Fund and a little later nearly £100,000 for the Diamond Jubilee Fund. Those handsome amounts would not have been realised had the trading of last year resulted in a debit balance. Hongkong will be indeed fortunate if it never has to complain of a worse year than 1896.

The C. P. R. steamer *Empress of Japan* left Yokohama on Friday afternoon, the 30th instant, for Vancouver, B.C.

A telegram has been received at Tokyo from Formosa, stating that Japanese players having almost disappeared in Formosa, the Medical Inspection Office was closed on the 10th July.

The appointment of Sergeant E. D. Sanders to Captain of the A. M. *Machin Gun Company* of the Hongkong Volunteer Corps, vice Captain C. Murray Adams, resigned, is gazetted.

It is noticed in the *Gazette* that the Hon. A.M. THOMPSON has been appointed Acting Inspector of Schools and Secretary to the Board of Examiners for a period of two calendar months with effect from the 4th August.

Mr. CHRISTIANSEN, third engineer of the *Orion*, which arrived at Hongkong on 22nd July, committed suicide by jumping overboard. The deceased officer was only thirty-one years of age and unmarried, and had been in the service of the company for the last eight years. His loss is greatly regretted, not only by his brother officers, but also by a large circle of friends at Nagasaki, who feel deeply the sad occurrence, which terminated so promising career.—*Nagasaki Daily News*.

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### HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LTD.

The half yearly meeting of the shareholders in the Hongkong, Canton and Macao Steamboat Company Limited, was held on Saturday at noon at the Company's office. Hon. E. R. Belliss presided and there were also present Hon. J. J. Bell Irving, Messrs. F. A. Gomes, N. A. Siebe (Directors), T. Arnold (Secretary), A. A. da Cunha, Capt. A. Tillett, Messrs. E. J. Moses, F. Henderson, W. S. Bailey, J. H. Cox, and J. E. Michael.

The SECRETARY read the notices calling the meeting.

The CHAIRMAN—Gentlemen, the Report and Accounts having been in your hands for several days, I propose that, as usual, they be taken up by the senate at the present session. There is no doubt a majority for confirmation, but I do not know if the necessary two-thirds vote can be obtained.

The trust, however, is not dependent for confirmation on the result of the vote of the shareholders of the company at the meeting of congress at "Luzon" was submitted to the Union."

I think Japan makes a mistake. American

trade work no detriment to Japanese interests.

The exclusion laws of Hawaii are much worse than ours.

"We have had no trouble with Japan over this matter."

Mr. Sherman was much more reticent on the subject of Cuban annexation. All he would say

was that the Cuban question was being considered in connection with the payment of the

dividend of the payment of the usual half yearly

dividend of 2 per cent, leaving some \$30,000 to be carried forward to next half year's account.

The Directors, jointly with other local Companies, at once condemned the proposal.

The proposal, however, had been submitted to which the nomination of the referee, will hear

in support of the proposal, to-morrow night.

### TO FIGHT AMERICA.

New York, 25th June.

A despatch to the Herald from Madrid says:

"On account of Senior Silva's recent bellicose speech and constant news of Spanish defeat from Havana province, a feeling is existing in favor of war with the United States."

Several newspapers publish exciting editorials against the United States.

### SHIPPING REPORTS.

The British steamer *Feeling*, from Chinkiang

26th July, had fine weather and made good

time to Macao, thence to Lempock, thence to

Peru, where she had a smooth passage.

The British steamer *Arrington*, from

Calcutta 15th July, Penang 23rd, and Singapore

26th, experienced strong monsoon with heavy

winds and seas, thence to Paracel, thence to

Strait, thence to Gay Rock, thence to

Macao, thence to Foochow, then to Rock port

and thence to Amoy, then to Foochow.

The West River trade is just now

beginning, so that the trade will ultimately

know, but there are still many difficulties to

overcome, and in these early days we do not

look for much more than the covering of

expenses. You will have noticed that

we have invested in some property at the

new treaty ports. Although we are not

entitled to a share in the profits, it was thought

desirable, in view of future contingencies,

to acquire a little frontage at those places where

land was still cheap. The amount invested is

small, and the property is, even now, worth

more than it cost, so your directors trust that

their action in this matter will meet with your

approval. I may mention that the two small

boats were not built for the West River, but

are well adapted for the

coastal trade, and the steamer *Feeling* is

now in the West River, and the steamer *Arrington* is

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## NOTICE TO CONSIGNEES

NORDDEUTSCHER LLOYD

NOTICE TO CONSIGNEES

S. S. "BAYERN"

THE above-named steamer having arrived

Cargoes of cargo are hereby informed

that their Goods, with the exception of Owing

Treasure, and Valuables, are being landed

and stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 2nd August, and

Moving the same, the 3rd August.

All Claims must reach us before the 10th

August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & CO.

Agents.

Hongkong, 27th July, 1897.

## VESSELS ON THE BERTH

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL

The Steamship

"GLENFARREY"

Captain Ferguson will be despatched as above

on about MONDAY, the 2nd inst.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 17th July, 1897.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,

UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT

STEAM TO SHANGHAI, KOBE, AND

YOKOHAMA.

The Company's Steamship

"MARIA VALERIE"

Captain A. Leva, will have for the above place

TO-MORROW, the 3rd inst.

For Freight or Passage, apply to

SANDER & CO.

Agents.

Hongkong, 28th July, 1897.

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NIPPON YUSEN KAISHA

JAPAN-BOMBAY LINE.

MONTHLY SERVICE

(UNDER MAIL CONTRACT)

FOR SINGAPORE, COLOMBO, AND

BOMBAY.

The Company's Steamship

"MIKE MARU"

Captain P. H. Goings, will be despatched for the above ports TO-MORROW, the 3rd inst.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA

Hongkong, 27th July, 1897.

[105]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED

FOR YOKOHAMA AND KOBE.

The Company's Steamship

"PHRANANG."

Captain Watson, will be despatched as above

TO-MORROW, the 3rd inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 29th July, 1897.

[106]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT, DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Innes, will be despatched TO-MORROW, the 10th inst., at 3 P.M.

The attention of Passengers is directed

to the Superior Accommodation offered by this Steamer. First Class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light

N.B.—Return Tickets issued by this Company to and from Australia are available for the services of the Eastern and Australian S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 28th July, 1897.

[107]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR" FROM TACOMA, VICTORIA, AND

WOJI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersigna-

ture, and to make immediate delivery of their

Goods from abroad.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 25th July, 1897.

[108]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR" FROM TACOMA, VICTORIA, AND

WOJI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersigna-

ture, and to make immediate delivery of their

Goods from abroad.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 25th July, 1897.

[109]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ENERGIA" FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

No Claims will be admitted after the 6th

August, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 6th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

BUTTERFIELD & SWIRE

Agents.

Hongkong, 25th July, 1897.

[110]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES of the Company's Steamer

"NBS FOR."

are hereby notified that the Cargo is being dis-

charged into Craft, and/or landed at the God-

owns of the Undersigned, in both cases it will

be at Consignees' risk. The Cargo will be

ready for delivery from Craft or Godown on

and after the 2nd August.

Goods will be returned after the 9th Aug., will

be examined at 11 A.M. on the 10th August.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 31st July, 1897.

[111]

VESEL'S ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"PRIAM."

Captain Jackson, will be despatched as above

TODAY, the 2nd inst.

For Freight, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 27th July, 1897.

[112]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"KWEI YANG."

Captain Jackson, will be despatched as above

TO-DAY, the 2nd inst.

For Freight, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 29th July, 1897.

[113]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOT POSTE FRANCAIS

FOR SHANGHAI, KOBE, AND